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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE DOCUMENTS

Prepared By

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

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FINAL
ENVIRONMENTAL STATEMENT

for

PROJECT F-65(7)
FAIRFIELD - EAST & WEST



THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING
UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE
IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH
THE FEDERAL HIGHWAY ADMINISTRATION AND IS
SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

H.J. ANDERSON, DIRECTOR OF HIGHWAYS

By Jack R. Beckert Date 12-22-71
ACTING ADMINISTRATOR, ENGINEERING DIVISION

REVIEWED FOR CONTENT AND ACCEPTED BY FEDERAL
HIGHWAY ADMINISTRATION

Date _____
RALPH M. PHILLIPS
F.H.W.A. REGIONAL ADMINISTRATOR

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ENVIRONMENTAL STATEMENT FAIRFIELD - EAST & WEST (final)
Project F-65 (7)

FEB 11 1987



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FINAL ENVIRONMENTAL STATEMENT

I. PURPOSE

Project F-65(7) Fairfield - East and West is a 9.6 mile section of Highway Number 89 located in Teton and Cascade Counties.

The existing highway was constructed in 1921 and improved in 1932. The roadway width is 24 feet and the surface width is 20 feet. Data from our 1969 Sufficiency Rating for this section of Primary Highway is as follows:

1. Foundation - Maximum of 10 - rated at 0
2. Surface - Maximum of 30 - rated at 10
3. Drainage - Maximum of 10 - rated at 4
4. Safety - Maximum of 20 - rated at 2
5. Capacity - Maximum of 30 - rated at 27

With the exception of capacity, the above ratings are very low indicating that this highway is structurally in very poor condition and with the present sharp curves is a very dangerous highway. The average daily traffic for this section of highway is 800 vehicles per day with the projected future traffic of 1600 vehicles per day in 1990. Therefore, the purpose of this project is to reconstruct this section of highway to provide a better and safer highway in this farming community.

II. DESCRIPTION OF PROJECT

This project begins at Freezeout Lake, approximately four miles northwest of Fairfield on U.S. Highway 89. The proposed project leaves the P.T.W. approximately 500 feet from its beginning point and crosses the C.M.St.P. & P. Railroad approximately 2000 feet from the point of beginning. From here it parallels the C.M.St.P. & P. Railroad until it connects to the existing highway at the intersection of Fourth Avenue North and Parkway North in Fairfield. It then follows Parkway North and the railroad until it intersects with a county road approximately 2 miles southeast of Fairfield and follows the county road until it intersects with the existing highway. It then follows the existing highway for approximately $1\frac{1}{2}$ miles to its termination point. The proposed highway will be approximately .5 miles shorter than the existing highway.

This highway will consist of a 34-foot two-lane two-way rural section, except through Fairfield, which will consist of a 44-foot two-lane, two-way urban section. These sections will utilize two 12-foot driving lanes with two 5-foot shoulders on the rural section and two 10-foot parking lanes on the urban section. A separation will be constructed over a county road near the Teton Dairies, Inc., farm buildings and bridges will be constructed over the major Greenfield Irrigation Canals.

A new storm sewer will be constructed through Fairfield to take care of the highway storm runoff.

III. DESCRIPTION OF EXISTING ENVIRONMENT

- A. HUMAN RESOURCES - Fairfield is a small farming community with a population of 861 people. The business places of Fairfield are typical of any farm community. A small fertilizer mixing plant is established in Fairfield which employs some of the Fairfield residents.
- B. PHYSIOGRAPHY AND GEOLOGY - This area consists of irrigated farm and hay land. In general, this area consists of a sandy silt soil.

Freezeout Lake is located off of the beginning of this project and is a Fish and Game waterfowl refuge. The Greenfield Irrigation District has a large irrigation canal through this area that feeds many small canals to irrigate the land.

- C. LAND USE - The land in this area consists of irrigated farm and grazing land. Freezeout Lake is located off of the beginning of this project and is a Fish and Game waterfowl refuge.
- D. FISH AND WILDLIFE - Freezeout Lake is a waterfowl game management area controlled by the Montana Fish and Game Department.

E. VEGETATION RESOURCES - The vegetation in this area consists of grain, grass and scattered trees used as shelter belts.

F. CLIMATE - The average temperature in this area is 44°F. The temperature normally varies from an average temperature of 67°F. in July to an average temperature of 20°F. in January. In 1970, the highest temperature recorded was 95°F. in August and the lowest temperature recorded was -21°F. in January.

The average annual precipitation in this area is approximately 11.7 inches. The most precipitation occurs in June with a normal of 3.14 inches.

G. TRANSPORTATION SYSTEMS - U.S. Highway 89 is generally used by the local people for transportation of farm commodities to market. It gets some tourist traffic as it is a shortcut from Great Falls to Glacier National Park.

The C.M.St.P.& P. Railroad has a line through Fairfield which is normally used once a week, Saturday only, except during the grain season. It is then used daily for approximately three weeks.

Fairfield does have a small unimproved airport owned by the city and Teton County. This is generally used by private aircraft and no commercial airflights are scheduled.

H. UTILITY SYSTEMS - The Three Rivers Telephone Co-Op provides telephone service in the area. Montana Power provides the community with natural gas. The R.E.A. serves the area with electricity. The City of Fairfield has its own water and sanitary sewer system.

IV. EVALUATION OF ENVIRONMENTAL IMPACT

A. ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

1. Human Resources - The proposed project will result in the relocation of one family.
2. Land Use - Approximately 40 acres of irrigated land will be taken out of production, as most of the new highway will be new location. The land will not be cut into small sections because the C.M.St.P.& P. Railroad will be paralleled.
3. Fish and Wildlife Resources - This project will have no effect on wildlife in this area as we are not involved with the Freezeout Lake Area. The development of a rest area near Freezeout Lake at the beginning of the project is still being considered. The Highway Department does not want to obligate funds for this development, as it will benefit mainly waterfowl hunters, but will provide access if the Fish and Game Department decides to go ahead with their plans to

build this rest area. Also, the Highway Department would provide the Fish and Game Department the opportunity to let the contract for the rest area with the road contract. Doing this would generally obtain more economical bid prices for the work to be done on the rest area than would be obtained by letting a separate contract.

4. Vegetation Resources - This project will take some farm and grazing land out of production.
5. Water and Air Resources - A drainage system will be designed, including a storm drain through Fairfield. Care will be taken so as not to pond water in one area or pollute any streams or lakes. This project will cross the main canal of the Greenfield Irrigation District twice and will also cross numerous irrigation laterals and drains. All irrigation facilities affected by the project will be perpetuated.
6. Geologic Resources - This project, to our knowledge, will not disturb any geologic resources.
7. Transportation Systems - This project will have an at-grade crossing on the C.M.St.P.& P. Railroad, but should not interfere with railroad operations. The people traveling the new highway will be provided protection at this crossing by the use of flashing signals.

This project is adjacent to the Fairfield Airport and FAA concurrence in this plan has been obtained.

This project will provide a better transportation system for automobiles, trucks and busses.

8. Utility Systems - This project will require the relocation of some power and telephone lines.

B. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

1. Human Resources - In order to provide an adequate highway facility, new right-of-way will have to be required which will involve the relocation of at least one family.
2. Land Use - Again, in order to provide an adequate highway facility, approximately 40 acres of irrigated land will have to be taken out of production.
3. Fish and Wildlife Resources - There should be no adverse effects on fish and wildlife in this area.
4. Vegetation Resources - Some farming and grassland will be taken, but should not adversely effect the area.
5. Water and Air Resources - During construction of the project, there will be some unavoidable pollution of the air and water due to the roadbuilding equipment working in the area. To keep this

pollution to a minimum, the contractor will be required to adhere to all national, state and local laws regarding this type of problem.

6. Geologic Resources - There should be no adverse effect on any geologic resources.
7. Transportation Systems - There should be no adverse effect on any transportation systems.
8. Utility Systems - There should be no adverse effect on any utility systems.

C. ALTERNATIVES

1. Route Alternatives - Other routes were studied and were eliminated because of the cost, they would adversely cut farmland and consisted of two additional at-grade railroad crossings. It is felt that the present alignment does the least amount of damage because it generally parallels the long established C.M.St.P.& P. Railroad and provides an adequate highway alignment. Upgrading of the present traveled route was not considered as an alternative because of its very poor alignment and structural quality.

D. RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY

Farming can be considered a long-term operation for many generations to come. At the same time, we assume that the future generations will have to depend on highways. Therefore it is essential to

design the alignment and width of our present highways so that they can be used by future generations, even though they may have to be resurfaced in 20 years. With this in mind, it appears that long-term productivity of the farming along this route will benefit even though some of the land will be taken for right-of-way.

E. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The land taken for right-of-way will result in taking some farmland out of productivity and relocation of at least one family. Neither should effect the community.

V. BENEFITS

- A. COMMUNITY - This project will benefit the community by providing a better transportation facility to haul their products to market.
- B. STATE - This project will benefit the state by giving a better primary highway so that any business in the area will not be hindered by a dangerous highway.
- C. NATION - This project will benefit the nation by giving a shorter and safer route to any tourist that may use this highway to reach Glacier National Park.

VII. AGENCIES SELECTED FOR REVIEW OF DRAFT STATEMENT

1. Mayor
City of Fairfield
Fairfield, Montana 59436
2. Director
Montana Fish & Game Department
Helena, Montana 59601
3. Soil Conservation Service
4930 Ninth Avenue South
Great Falls, Montana 59401
4. Council on Natural Resources and Development
425 Sam W. Mitchell Building
Helena, Montana 59601
5. Department of Planning and Economic Development
Capitol Post Office
Helena, Montana 59601
6. Teton County Commissioners
Choteau, Montana 59422
7. Cascade County Commissioners
Great Falls, Montana 59401
8. Montana Aeronautics Commission
P.O. Box 1698
Helena, Montana 59601
9. Fairfield School Board
Fairfield, Montana 59436
10. Corps of Engineers
7410 U.S. Post Office and Courthouse
Omaha, Nebraska 68102
11. Federal Water Quality Administration
Northwest Region
Room 501, Pittock Block
Portland, Oregon
12. Bureau of Sport Fisheries and Wildlife
State Supervisor
Division of Wildlife Services
Billings, Montana 59103
13. Department of Housing and Urban Development
616 Helena Avenue
Helena, Montana 59601

14. Rural Electrification Administration
Montana Associated Utilities
Rainbow Western Hotel
Great Falls, Montana 59401
15. Agricultural Stabilization and Research Service
112 West 13th Avenue
Helena, Montana 59601
16. Bureau of Reclamation
Region Six
Billings, Montana 59103
17. U.S. Geological Survey
Federal Building
Helena, Montana 59601
18. Economic Development Administration
415 First Avenue North
Seattle, Washington 98109
19. Environmental Protection Agency
Denver Federal Center
Denver, Colorado 80225
20. U.S. Department of Transportation
Federal Highway Administration
Helena, Montana 59601
21. Postmaster
Fairfield, Montana 59436
22. Teton Airport Commission
Choteau, Montana 59422

VI. COMMENTS FROM OTHER AGENCIES

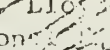
Letters from other agencies with their comments are attached. With each letter that had a constructive comment or question, we have attached a note discussing the comment or explaining where a discussion of the comment can be found in the statement. There were no letters indicating that any other major environmental issue should be discussed.

The measures taken to avoid the air and water pollution problem have been briefly discussed under Section IV, B, 5.

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. H. N. Stewart
Division Engineer
Helena, Montana

FROM : I. C. Llo 
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Montana Project F 65(7)
Fairfield East and West
Draft Environmental Statement

FROM : I. C. Lloyd
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Montana Project F 65(7)
Fairfield East and West
Draft Environmental Statement

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

222 S. W. Morrison Street
Portland, Oregon 97204

DATE: July 15, 1971.

In reply refer to: 08-00,36

The Regional Environmental Committee has reviewed the draft environmental statement for the subject project. Following are comments for your consideration in preparing the final environmental statement:

- (1) It is hard to tell from the attached aerial photography the relationship of the existing highway system to the proposed project.
- (2) At the recent Joint Development Council meeting there was discussion on the possibility of investigating with the Fish and Game Department on joint development possibilities of Freezeout Lake. If this is a possibility, perhaps it should be included in the final environmental statement.
- (3) Due to the bad crossing angle of the railroad crossing, some mention of efforts for protection should be indicated under IV,A,7.
- (4) IV,C, ALTERNATIVES - was upgrading of existing route evaluated and if not, why?
- (5) IV,A,2 - approximately how much farmland is being taken?

Overall, the environmental statement is well prepared and we are pleased to see the State highway department's effort in improving the format and general quality of their environmental statements.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We have the following comments to offer in regard to the items that were presented by the Federal Highway Administration:

- (1) We are including, just before the aerial photographs, a 1" = 1 mile map of the area that will provide the reader with a better overall orientation of the project.
- (2) This joint development possibility will be discussed under Item IV, A, 3.
- (3) Protection will be provided at the crossing by flashing signals. See Item IV, A, 7.
- (4) Upgrading of the existing route was not considered as an alternate as will be discussed under Item IV, C, ALTERNATIVES.
- (5) The amount of farmland will be mentioned under Item IV, A, 2.

U.S. DEPARTMENT OF TRANSPORTATION
MONTANA HIGHWAY FEDERAL HIGHWAY ADMINISTRATION

RECEIVED

JUL 21 1971

DATE: July 21, 1971

HELINA, MONTANA

In reply refer to: 08-24.2 DA

SUBJECT: Montana F 65(7), Fairfield East & West
Draft Environmental Impact Statement

By: E. B. Erickson
District Engineer

* Attached is a copy of our response from the DOT Assistant Secretary for Environmental and Urban Systems.

* Attachment

[illegible][illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Draft Environmental Impact Statement:

SUBJECT: Montana Project F 65(7), Fairfield E & W

DATE: JUL 12 1971

In reply
refer to: TEU-12FROM : Assistant Secretary for Environment
and Urban SystemsTO : H. N. Stewart
Division Engineer

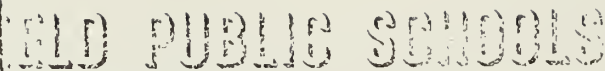
We appreciate the opportunity to review and comment on this draft environmental impact statement. We have no specific comments to offer on the statement.

We look forward to receiving the final environmental impact statement, including the comments received from other public agencies and the general public on the draft statement.

McMurray
for Herbert F. DeSimone
Assistant Secretary

CC: Ralph M. Phillips
Regional Federal Highway Administrator
Portland, Oregon

ACT	1	DIV ENGR
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	3	ASST EN-CO
	4	ADM MGR
	5	FIN SPEC
	6	PER ENGR
	7	ENV OFFICE
	8	STR ENGR
	9	DEPT ENGRS
	10	AREA A-1
	11	AREA A-2
	12	AREA A-3
	13	DIST ENGRS
	14	B-1
	15	AREA B-3
	16	ASST AREA
	17	DE SUPV
	18	AUDITORS
	19	PRO CONT



JUL 13 1971

HELENA, MONTANA

Re: Environmental Impact Statement, Fairfield East and West

- Sincerely yours,

Rodney K. Hanson
Chairman, Board of Trustees

Date Recd. Preconst.	Act	Info	MAIL ROUTE	Attach	Initial
5-10-57			30 GOLF UNIT		
			30 Field Station		
			30 Maintenance Division		
			31 Office Liaison		
			32 West Region		
			32 Lehigh Valley		
			33 Eastern Region		
			34 Hyattsville		
			35 Traffic		
			37 Pipe Line Engineering		
			38 Safety Councils		
			39 Construction Division		

File

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- 22 -

In regard to item number 4 in the letter from the
Fairfield Public Schools, flashing signals will be installed
as discussed under Item IV, A, 7.

We have the following comments to offer in regard to the items that were presented by the Department of Housing and Urban Development:

- (1) Most of the existing roadway that is not included in the new construction will be turned over to the counties for their use. Several small sections that will not be used by either the county or the new construction will be obliterated and restored by a bid item in the contract.
- (2) The pollution problem will be discussed under Item IV, B, 5.

Fairfield, Mt.

7-1-71

MONTANA HIGHWAY COMMISSION

Lewis M. Chittim, P.E.

Helena, Mt. 59601

Mr. Chittin:

Thank you for providing my office with a copy of the Draft Environmental Statement for the Fairfield West & West project F-65 (7). I have reviewed the statement and at the present time cannot see anything about the project that would affect our environment adversely.

I have several questions, not related to the environment, but I guess they can be asked at the meeting scheduled for Aug. 10.

Sincerely,

Robert L. Stinson

Postmaster,

Fairfield, Mt. 59436

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United States Department of the Interior

BUREAU OF RECLAMATION

Regional Office, Region 6

P. O. Box 2553

Billings, Montana 59103

IN REPLY REFER TO 160/400

JUL 2 1971

Mr. Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

Thank you for the opportunity to review the Environmental Impact Statement on Project F-65 (7) Fairfield East and West. The proposed highway construction is located entirely within the boundaries of the Greenfields Irrigation District of the Sun River Project, and Project lands, as well as irrigation works constructed by both the Bureau of Reclamation and private interests, will be affected by your proposed construction.

The careful planning evidenced in the proposed location will bring the benefits of a needed improvement to the transportation facilities of the community of Fairfield at a minimum of disruption to existing property rights and the environment. Specific design consideration involved in the construction of new or replacement irrigation structures and channel crossings will need to be agreed upon. The precedent for such agreements has already been established between your office and that of our Project Manager at Great Falls, Montana, as pointed out in his June 8, 1971, letter to you. A contractual agreement will be required to arrange for repayment of irrigation plant investment and operation and maintenance charges for any irrigable land that is taken for highway rights-of-way.

We believe the statement would be more meaningful if the impacts were more precisely defined--that is, if quantitative figures were used in place of the adjectives as in "Some irrigated land will be taken out of production . . . ," "This project will cross many irrigation canals . . . ," etc. The difference in mileage between the old and the new highway locations should be mentioned if a shorter tourist route to Glacier Park is claimed as a National benefit. (Underscoring furnished)

The statement that the project will have no effect on wildlife because it does not involve the Freezeout Lake area may be an oversimplification, particularly in view of the testimony given at the Eighth Highway Joint Development Council Meeting in Helena, Montana, on June 9, 1971. The hunting adjacent to the highway would result in a minor hazard to passing vehicles.

Sincerely yours,

H.E. Resnick

Regional Director

Date Recd. Preconst. <u>7-6-71</u>			
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In regard to the comments offered in paragraphs 3 and 4 of the Bureau of Reclamation's letter, we have the following to offer:

(Paragraph 3) - The amount of irrigated land taken will be mentioned in Item IV, A, 2. The project crosses the main irrigation canal twice as will be mentioned under Item IV, A, 5. The new road will be .5 miles shorter than the existing as will be stated under II. DESCRIPTION OF PROJECT.

(Paragraph 4) - The problem mentioned under paragraph 4 will be discussed in Item IV, A, 3.

Hub of the Great Sun River Irrigation Project - - 100,000 Irrigated Acres

ASSISTANT

Fairfield, Montana

June 29, 1971

JUN 30 1971

Lewis M Chittim P.E.
State Highway Engineer
Helena, Montana

UNION, N. H. 1911

Dear Mr. Chittim:

In regards to your letter of June 15th, in compliance with Public Law 91-190 Section 102 (2) (C). Be advised that we have reviewed the Draft and are in complete agreement with your analysis.

Thank You,

J. A. Fisher

Mayor, Town of Fairfield
Lee A. Shetler

[illegible]



United States Department of the Interior

GEOLOGICAL SURVEY

Water Resources Division
P.O. Box 1696
Helena, Montana
59601

JUN 28 1971

HELENA, MONTANA

June 25, 1971

Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

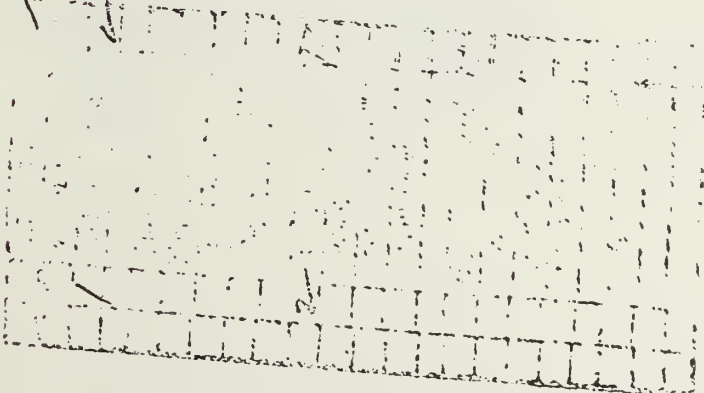
Dear Mr. Chittim:

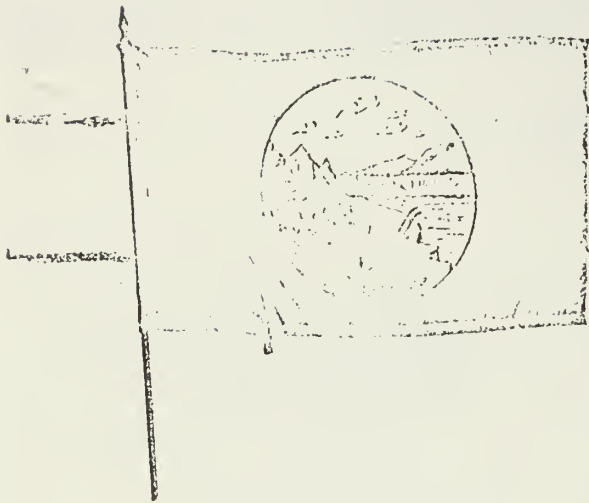
We have reviewed the Draft Environmental Impact Statement for project F-65(7), Fairfield, East and West, as requested in your letter of June 15, 1971. We believe the water resources have been adequately considered in the statement and find no reason to anticipate adverse lasting effects to the water resources of the area from the project as proposed.

Sincerely,

Donald L. Coffin

cc: Regional Hydrologist, RMR
Chief Hydrologist, Code 4000 0000, Attn: George Davis





HELENA MONTANA

June 18, 1971

32-SCK

F 65 (7)
Fairfield E. & W.

Teton Airport Commission
Choteau, Montana 59422

ATTENTION: Mary Baker, Clerk

Dear Sirs:

As requested, we are furnishing you herewith a copy of our Draft Environmental Statement for the subject project.

Any comments you care to offer will certainly be appreciated.

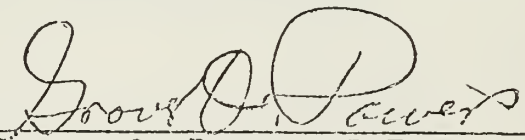
Very truly yours,

LEWIS M. CHITTIM, P.E.,
STATE HIGHWAY ENGINEER

32-GOP:SCK:sp

cc: J.R. Beckert
S.C. Kologi
Montana Aeronautics
Commission

BT


Grover O. Powers, P.E.,
Preconstruction Engineer

VIII. PUBLIC HEARING COMMENTS

During the public hearing there was some discussion concerning a different alignment between Stations 960⁺ and 1040⁺. Certain people stated that the currently approved alignment would take more land out of production than would the alignment they preferred, and one person also mentioned that the current alignment could cause a noise problem at his home. We have included in the Final Statement a copy of the Public Hearing Transcript which contains the entire dialogue of the discussions concerning these problems.

The alignment question was considered settled when the location hearing was held on April 25, 1967, and the Montana Highway Commission and the Federal Highway Administration subsequently approved one of the lines presented at that hearing. The line approved was the one that was presented at the design hearing held on August 10, 1971. However, due to the comments received at the design hearing, the Montana Highway Commission felt that further study seemed to be in order and they requested information that would help them analyze the problems brought out at the hearing. Included is a copy of the memorandum dated September 23, 1971, in which they requested this additional information.

As per this request by the Commission, further study was performed and the information developed was submitted

by memorandum of October 18, 1971. Included is a copy of this letter. Based on this information, the Montana Highway Commission felt that the safety benefits derived from eliminating two at-grade crossings would more than offset the disadvantages of the alternate alignment. Therefore, in regular session on October 21, 1971, the Commission reapproved the line that was presented at the hearing. We are including a copy of the memorandum dated October 26, 1971 that provides this approval.

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MONTANA STATE HIGHWAY COMMISSION

To LEWIS M. CHITTIM, P.E., State Highway Engineer

Date October 18, 1971

From JACK R. BECKERT, P.E., Assistant State
Highway Engineer - EngineeringSubject: F 65 (7)
Fairfield-W. & E.

This is in regard to the Highway Commission request that additional study be given to the somewhat controversial alignment problem a short distance southeast of Fairfield and to the required railroad crossing northwest of Fairfield near the beginning of the project.

Our findings and comments are as follows:

WARRANTS

A copy of a memorandum outlining our warrants for signalizing and separating railroad crossings is attached. In brief, the warrants call for separating on new projects where the product of trains per day and design year ADT exceeds 50,000 and for signalizing when that product exceeds 1,500.

In the Fairfield area, there are two trains per week and the design year ADT is about 1,500. The product of these is $2/7 \times 1500$ or about 430. Thus, if we were to follow the warrants, not even signals would be provided and a crossing would be protected by cross bucks only.

STATION 702+34

At Station 702+34, which is near the northwest end of the project, the Milwaukee track must be crossed.

We propose to provide signalization even though only cross bucks would be required by the warrants. The signals will cost about \$15,000. A separation at this site would cost an estimated \$945,000 and introduce a "hump" into the grade line. This estimate is quite high for a separation and is brought about by the bad skew angle. The

Avoid Verbal Interactions
(continued on page 2)

skew could be improved and the cost reduced by introducing an "S" curve into the alignment, but we do not feel that this would be desirable either.

STATION 950+00 to Station 1040+00

This is an area where there has been considerable controversy regarding the alignment.

The currently approved location parallels the Milwaukee track so no crossings are involved. An alternate that is popular with some of the local people and a former District Engineer would cross the Milwaukee track twice.

If signals were to be provided, they would cost about \$15,000 per crossing. If separations were to be provided, one installation would cost an estimated \$450,000 and the other an estimated \$230,000. The difference in skew accounts for the difference in estimated cost. At each site the separation would introduce a "hump" into the grade line.

In all fairness, it must be pointed out that the alternate alignment would have some advantages. It would have one curve while the approved alignment has three curves. It would be further away from a set of buildings whose owners have expressed opposition to the proximity of the approved location. Also, if separations were not provided at the railroad crossings, the alternate alignment would be less costly than the approved alignment.

If only cross bucks were to be provided, the alternate alignment would be about \$150,000 less costly than the approved alignment; or, if signals were to be provided, the alternate alignment would be about \$120,000 less costly than the approved alignment. However, if separations were to be provided, the alternate alignment would be about \$530,000 more costly than the approved alignment.

SUMMARY

We feel that it is worth \$150,000 of the taxpayer's money to avoid two at-grade railroad crossings, but we do not feel that it would be wise expenditure of funds to spend an additional \$930,000 to separate the one crossing that is required.

We have discussed these problems with Messrs. Stewart and Erickson of the FHWA. They agree that the alternate alignment which would have two additional railroad crossings should not be given further consideration. Regarding whether or not to separate at the crossing that is required, they feel that a separation would be desirable, but they also feel that because of the high estimated cost that the separation probably is not justified.

Jack R. Beckert, P.E., Assistant State
 Highway Engineer - Engineering

JRB/bc

cc: Grover Powers
 Harold Stewart - FHWA
 J. R. B.

Attachment

Data Recd. Preconst. 11/1				
Act	Info	MAIL ROUTE	Attach	Initial
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		30 E&T Design		
		40 Surveying Design		
		32 Gravel Design		
		32 E&T Design		
		32 E&T Design		
		33 E&T Design		
		34 E&T Design		
		35 E&T Design		
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Date January 20, 1970

Subject: Policy Procedure Manual,
Warrants for Railway Crossings

Please be advised that we have now established warrants which will be utilized for providing adequate protection for railway crossings in the State of Montana. These warrants shall be followed except in those cases where unusual construction or operational problems would be encountered or in cases where the costs of the protection is unusually high:

2. Short arm gates and flashing lights shall be provided on new construction and at existing grade crossings where the highway ADT exceeds 2,000 or where the product of the trains per day and the design year ADT on the highway exceeds 5,000 for normal single-track lines. Short arm gates and flashing lights shall be provided at (1) multiple main line tracks, (2) multiple track crossings with or without main tracks when it is established by records or schedules of the railroad or railroads involved that more than one train may be in operation at or occupy the crossing at the same time, (3) single or multiple track crossings where train operating speeds are 70 miles per hour or greater and sight distances are restricted.

4. Grade separations shall be provided on existing highways under any of the following conditions: 1. On rural highways when design year ADT exceeds 20,000. 2. On multi-lane rural or urban highways ~~where there are~~ single or multiple mainline tracks. 3. When the ~~product of the number of~~ trains per day and the highway design year ADT exceeds 100,000 in rural areas and 200,000 in urban areas.

5. Grade separations shall be provided on new construction for all four-lane highways; also for all new construction where the product of the number of trains per day and the highway design year ADT exceeds 50,000.

cc: Grover Powers
Paul R. DeVine
A. W. Jones

S. Kologi, Preconstruction, West Region

October 7, 1971

Howard E. Stratton, Bridge Engineer

F 65 (7)

Fairfield - East & West

In reference to your memorandum dated September 20, 1971 we wish to advise you at this time that the estimated cost for each of the proposed structures on subject project is as follows:

Combined
both lines }
→ Railroad Separation @ Sta. 700+ - \$845,000.00
→ Railroad Separation @ Sta. 962+
(Alternate Alignment) - \$350,000.00
→ Canal Crossing @ Sta. 972+
(Alternate Alignment) - \$ 73,500.00
→ Grade Separation @ Sta. 985+
(Existing Alignment) ← - \$ 95,000.00
→ Canal Crossing @ Sta. 1002+
(Existing Alignment) ← - \$104,000.00
→ Railroad Separation @ Sta. 1022+42
(Alternate Alignment) - \$129,000.00

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The estimated cost for the Railroad Separation at Station 700+ is based on a structure length of 995 ft. and wingwalls totaling 650 ft. in length all necessitated by the alignment conditions evident at this location.

The estimated costs shown above include 10% for engineering and contingencies.

Howard E. Stratton, P. E.
Bridge Engineer

HES:RND:pv

MONTANA STATE HIGHWAY COMMISSION

To Jack R. Beckert, P.E., Assistant State Highway Engineer- Date October 26, 1971
Engineering
 From Lewis M. Chittim, P.E., State Highway Engineer Subject: F 65(1)
Fairfield W & E

The Montana State Highway Commission in regular session on October 21, 1971, approved the alignment following north of the railroad tracks on the above captioned project, and did not favor crossing the railroad tracks as was suggested by certain people at the public hearing. Please proceed with the design.

LMC:ld

3 REPORTER PRtg. & SUPPLY CO.

Lewis M. Chittim
 Avoid Verbal Instructions



TRANSCRIPT OF A HIGHWAY DESIGN PUBLIC HEARING RELATING TO
THE PROPOSED LOCATION AND MAJOR DESIGN FEATURES OF A HIGHWAY
PROJECT ON U. S. HIGHWAY NO. 89 FROM A POINT NEAR FREEZEOUT LAKE
APPROXIMATELY 4.0 MILES NORTHWEST OF FAIRFIELD, MONTANA AND EXTENDS SOUTH
AND EASTERLY ABOUT 9.6 MILES THROUGH FAIRFIELD ALONG PARKWAY STREET NORTH AND
SOUTH TO A POINT APPROXIMATELY 1.6 MILES EAST OF THE TETON-CASCADE COUNTY LINE

PROJECT: F 65 (7)

... ..

HELD IN THE COMMUNITY HALL
FAIRFIELD, MONTANA
Tuesday, August 10, 1971 at 7:00 p.m.

Transcript prepared by:

Preconstruction Division
Montana Highway Commission
September 10, 1971

NOTICE OF A HIGHWAY DESIGN PUBLIC HEARING

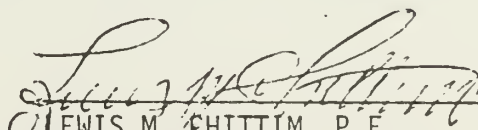
NOTICE IS HEREBY GIVEN THAT, in accordance with Section 116 of the FEDERAL AID HIGHWAY ACT OF 1956 and Policy and Procedure Memorandum 20-8 issued January 14, 1969 by the U.S. Department of Transportation, a Highway Design Public Hearing will be held in the Community Hall in Fairfield, Montana on Tuesday, August 10, 1971 at the hour of 7:00 p.m., relating to the proposed location and major design features of a highway project on U.S. Highway No. 89 from a point near Freezeout Lake approximately 4.0 miles northwest of Fairfield, Montana and extends south and easterly about 9.6 miles through Fairfield along Parkway Street North and South, to a point approximately 1.6 miles east of the Teton-Cascade County Line. This proposed project will consist of a new two lane bituminous surfaced roadway, with drainage and irrigation structures as needed, and a curb and gutter street section through Fairfield, Montana.

Maps, drawings and other pertinent information relating to this project will be available for public inspection and copying at the Montana Highway Commission Office at Great Falls, Montana. The tentative schedule for right of way acquisition and construction, as well as relocation assistance programs, will be discussed.

INVITATION IS HEREBY EXTENDED TO ALL INTERESTED PERSONS in the subject matter of this notice to attend said hearing and to submit written briefs or verbal arguments either for or against the proposition. Written statements will also be accepted for ten (10) days following the hearing by the Montana Highway Commission, Helena, Montana.

Dated this 2nd day of July 1971

Project: F 65 (7)


LEWIS M. CHITTIM, P.E.
State Highway Engineer

The following is a transcript of a Highway Design Public Hearing held in the Community Hall in Fairfield, Montana on Tuesday, August 10, 1971 at the hour of 7:00 p.m., relating to the proposed location and major design features of a highway project on U.S. Highway No. 89 from a point near Freezeout Lake approximately 4.0 miles northwest of Fairfield, Montana and extends south and easterly about 9.6 miles through Fairfield along Parkway Street North and South to a point approximately 1.6 miles east of the Teton-Cascade County Line. This proposed project will consist of a new two lane bituminous surfaced roadway, with drainage and irrigation structures as needed, and a curb and gutter street section through Fairfield, Montana.

The hearing was attended by the following Montana Highway Commission personnel:

Jack Wheeler, Secretary of the Montana Highway Commission, Helena
James T. Sullivan, District Engineer, Great Falls
Richard W. Freeman, Division Engineer, Great Falls
James R. Hein, District Right of Way Supervisor, Great Falls
Rick Franson, Detailer II, Great Falls
Gordon Larson, Area Engineer, Helena
Bob Samson, Recording Technician, Helena
Don D. Anderson, Director of Public Hearings and Notices, Helena

Representing the Federal Highway Administration was:

Bruce W. Mattson, Assistant Area Engineer, Helena

Special Guest:

Ben Briscoe, Retired District Engineer, Great Falls

T R A N S C R I P T

ANDERSON: Good evening, ladies and gentlemen. On behalf of the Montana Highway Commission, I welcome you to the formal part of this public hearing this evening. We are here tonight to discuss the design of a section of highway that runs through Fairfield. We were here approximately four years ago at which time several alternates were discussed at that hearing. Now, because of some change in policy as far as public hearings are concerned, regulated by the Federal Highway Administration, we felt it necessary to come back for another hearing to discuss the major

design features of this particular section of highway. We will shortly have a presentation by one of our engineers. First of all, I would like to introduce a few of the personnel that are with us here from the Montana Highway Commission. Mr. Jim Sullivan, our District Engineer from Great Falls; Mr. Bill Freeman, our Division Engineer from Great Falls; Mr. Jim Hein, our District Right of Way Supervisor from Great Falls; Mr. Rick Franson, Detailer II from Great Falls; Mr. Gordon Larson, Area Engineer from Helena. This is Bob Samson, our Recording Technician and I am Don Anderson, all from the Preconstruction Division, Helena. We also have the Commission Secretary with us this evening. He is standing guard at the door so no one leaves. Mr. Jack Wheeler. We are also honored this evening to have a long time employee with the Highway Commission with us this evening, retired Division Engineer, Mr. Ben Briscoe. Excuse me, Ben. District Engineer from Great Falls, retired. This is a Federal Aid Project, which means that the federal government participates in the planning and financing of these projects of this type. At the present time they participate approximately 66%, while your state participates approximately 34%. Before this project will be let to contract that particular percentage will be changed. At the present time we don't have the exact figures on it. It will be approximately, an 80-20 ratio. Representing the Federal Highway Administration with us this evening we have Mr. Bruce Mattson, Assistant Area Engineer from Helena. Before going into the presentation, I would like to remind everyone, please hold all of your questions and answers until after the entire presentation at which time we will open it up for a discussion period and please feel free to come up to one of the microphones and voice your opinions or objections. At this time I will turn it over to Mr. Sullivan and he will give us the presentation on this particular project. Jim.

SULLIVAN:

Good evening, ladies and gentlemen. I will attempt to point out most of the design features as we go along this proposed route and then at the end of my presentation, anything that I don't make clear we will gladly attempt to answer; any and all questions. The project begins about 200-feet northerly from Freezeout Lake approaches. Presently there is a new "U" approach for the facilities at Freezeout Lake. The project continues easterly, crosses the Milwaukee Railroad atgrade and then stays on the northerly side of the railroad, continuing parallel with the railroad. Our right of way to the southerly end would be adjacent to the Milwaukee Railroad right of way. It continues across these two county roads and this is the northerly county road where you can come back up and come out at Freezeout Lake. This is the easterly county road. The approach to the east at this county road will be improved. We are debating, and we intend to talk to the County Commissioners, whether this short section of county road would be absolutely necessary. There will be an approach on the northerly county

road and to the east at this point. It could be because of the low point of the railroad in here; presently there is a steep grade. It would be very difficult, with the elevation of the railroad and the elevation of the proposed road, to make a good approach to the west. The main traffic, it seems, that would be on this road would mostly be for maintenance of the canal and for access to these two fields. It could still be maintained, but not constructing an approach. Then the road turns easterly again, continues southerly, paralleling the railroad. Proposed right of way is adjacent to the railroad right of way, continues southerly down by the airport where it continues south and west. We just touch the corner of the airport on this curve to the right. We then continue southerly again to just north of the town of Fairfield. We have a slight turn to the left to line up with the main street of Fairfield. We have some irrigation structures to change just northerly of the town; however, we only affect a very short distance of the canal. Now the typical section of the roadway that I have just described is a 34-foot section. That's two 12-foot driving lanes and two 5-foot shoulders. As we enter the town of Fairfield the section widens. It is a 44-foot section. It gives you two 12-foot driving lanes, two 10-foot parking lanes, with curb and gutter. The asphalt will be 44 feet and the back-of-curb to back-of-curb would be 48 feet. Through the town of Fairfield on the easterly side we maintain the present right of way limits. The westerly side we take a small section of city-owned land; I understand is city-owned land. Right directly to the south of Fairfield, the only relocation on the project is that white house sitting right down on the southerly end of Fairfield. Then we continue southeasterly from the southern end of Fairfield with a curve to the left. This is that same curve at Station 930. Here is the edge of Fairfield. Our map should be actually turned around - turned up vertically - but this point here is this point here. We still continue southerly and easterly. We have an overpass at the road right near the Teton County Dairy, next to the railroad overpass. As we leave the town of Fairfield, we still continue following the railroad tracks. We have an overpass adjacent to the railroad overpass over the county road. From the neighborhood of the Teton Dairy we cross the Greenfield Canal with a 100-foot structure; concrete bridge. We continue southerly and easterly until we hook up with the present east-west county road, which is south of the Teton Dairy. We follow practically the centerline of that county road all the way to the county line to the Teton County-Cascade County Line. We have another crossing of the Greenfield Irrigation Canal. This is a 105 foot crossing. We continue practically due east to the county line where we use centerline of the present U.S. Highway No. 89 to the end of the project which is a mile and a half, roughly, from the county line. There are some spoil

piles in this neighborhood from the canal that has been constructed. We intend to improve the area by using those spoil piles as borrow for construction of our road. All irrigation structures that are presently crossing our proposed construction will be perpetuated; all approaches that are presently in will be perpetuated. From the southerly end of the town of Fairfield to the end of the project we go back to the 34-foot typical section, which is two 12-foot driving lanes and two 5-foot shoulders. I believe that describes the main points.

ANDERSON: Thank you, Jim. Before we open it up for discussion, you will notice that we are recording what is being said here this evening. This affords us an opportunity to make a typewritten transcript of everything that is said for review by our engineers, for the Federal Highway Administration and anyone else that is interested. For that reason we do ask that anyone having any questions, please come up to one of the microphones and give us your name. If you represent a group of people, an organization or a company, give us that too. With that, then, we will open it up for questions. Would someone like to start out? Yes, sir?

HANSON: I'll break the ice. I'm Rod Hanson. I live here in Fairfield. I'm interested in primarily two things. One, you said that the width of the highway in town would be 44 feet and curb-to-curb would be 48 feet. Will the blacktop tie into the curb and the balance will be curbed? You won't have a dirt stretch of two feet?

SULLIVAN: No. The actual width of the asphalt is 44 foot, then you have a two foot width of curb adjacent to it.

HANSON: Okay, so it all ties in. Then the other question I have is . .

SULLIVAN: We are not using the flat of the curb section for parking. We allowed 10 foot besides the curb.

HANSON: Thank you. Then, the other one is, where we have businesses along the highway, will there be approaches into those businesses? I manage the Sun River Electric and you do have a long stretch along there.

SULLIVAN: Yes. We have a standard approach policy which states how close the approach can be to each corner. In each of these streets we will construct what we call a return on the curb, which brings it back around the radius.

HANSON: You won't have a high hump?

SULLIVAN: No. Depending on the kind of business you have and the length of your ownership along the right of way determines how many

approaches you get but the minimum is a 20 foot approach. It is a state law that when curb and gutters are constructed in the city that the city pays one-half of the state's share so the city would be paying 17% of the cost of curb and gutter. Curb and gutter today is running approximately \$2.00 to \$2.50 a running foot. How many feet, Rick . . . around 6,000, plus? So, the city would pay 17%, roughly one-sixth of the \$2.00 per foot.

HANSON: As long as we are on that, then, how is the drainage from the highway going to be as far as the city. Is this into some particular thing, so it won't be just draining?

SULLIVAN: No. We have a storm sewer system devised to take care of the water collected on our highways. We discussed this with the City Council. The Mayor and the City Council. We understood that there was going to be a storm sewer construction by the town of Fairfield. If the two projects were at the same time or close together, we could participate by putting in a larger sewer for our highway; a larger storm sewer system for our highway to help take care of the Fairfield city storm sewer system. It would only be a slight cost to the city to increase the difference in size of pipe but we will take care of our own; whatever water is generated on our pavement, we will take care of.

ANDERSON: Yes, sir?

SQUIRES: My name is Lyle Squires. I'm interested as a landowner and also a taxpayer. One question I'd like to ask is, this crossing on the canal - is that going to have a sharp angle or is it going to go down the canal for a mile or so?

SULLIVAN: The two crossings of the canal; that is the reason for the five foot difference in length. This is a slight skew angle, about a 60 degree. The hundred foot one is practically at right angles.

SQUIRES: Rather sharp curve then?

SULLIVAN: With the canal, you mean?

SQUIRES: Yes.

SULLIVAN: Yes. Well, I would say it is higher than 60 degrees. That's the reason for the different length. One is a slight skew; the other is practically a right angle.

SQUIRES: I thought the idea was to get away from curves. That's the reason they didn't want to come down by Freeman's place is on

account of those two curves in the road. I think those curves could be mastered much more easily than this route that you have figured out and, from a taxpayers point of view, I think the taxpayers are beginning to be the 'forgotten party' in this country and we think we are doing everything in the name of progress. I sometimes think some of these progress projects are not as progressive as they might be. From the way I look at it, this is the most expensive route you could have possibly picked out to get from one point to another. It is, going to my place in particular. I'm going to have an angle across my fields. It is going to disrupt that whole side of my farm which, naturally, devalues the whole place, if you have something like that. I just feel like you figured out the most expensive way you can put a road through here.

SULLIVAN: Mr. Hein, our Right of Way man, will give a short talk on our means of acquiring right of way but there have been at least four lines studied. Everyone of those lines had at least two, if not three, atgrade crossings with the railroad. This project might have been let earlier; I'm not saying it could have been but it might have been except for a great deal of correspondence and discussion with the railroad over whether these atgrade crossings would be allowed or whether we would have to put in a separation. If there had been separations - one time I know the railroad said there should be separations - the three separations would cost in the neighborhood of \$350,000; \$200,000 to \$350,000, increasing the cost. Our per mile cost estimated here is in the neighborhood of \$80,000 so those three structures . . . we could build six more miles of railroad or of highway rather than the three separations, which would be less than a fifth of a mile.

SQUIRES: Couldn't you stay on the old highway and cut those two corners and avoid all the railroad crossings?

SULLIVAN: Well, if you are going to make an improvement we don't look at it that way, that we can follow the old route. I'm not saying there was anything wrong with it but it is a longer route; the older route is a longer route than this.

SQUIRES: Well, possibly a little. Not very much, the way that sort of goes.

SULLIVAN: We would be taking . . . for us to put in a two degree curve or a three degree, which this one is, on a section, we nearly go right through the middle of the section. A one degree curve would go right through the middle of a section of land so you talk about - we are splitting. No matter how we put in a curve we split somebody's land but to make those two curves, or three curves that are on the highway now, to make them fit our present standards, we would be cutting a section of land right through the center.

SQUIRES: That corner up at Neal Keith's. You didn't cut that kind of an angle at all and that seems to be getting people around the curve all right.

SULLIVAN: On our present standards that is what a one degree or two degree curve would do and this is a three degree curve.

SQUIRES: Why couldn't you figure a three degree curve on that instead of . . . or even less?

SULLIVAN: Well, as I said, this was all discussed. These routes were discussed at a public hearing which was held here about . . . when was it, five, six years ago?

ANDERSON: Four years ago, approximately, Jim.

SULLIVAN: Four years ago. This is not discussing the route now; this hearing is strictly for the design. The routes were discussed at that time and the Highway Commission, on the advice of what was said at that public hearing, picked this route.

SQUIRES: When they came to ask me about surveying they said it was just a tentative survey. Nobody has ever come to see me or to say anything about it since. I still have the pegs out in the field.

SULLIVAN: Right of way will be contacting you.

SQUIRES: Well, I still think it's . . . maybe that's the idea, to make these projects as high priced as possible so we can gouge the taxpayers a little more. I still can't say but what you picked the most expensive route.

ANDERSON: Thank you, sir. Yes, we are here this evening for what we call a design hearing. This particular route has been approved by the Federal Highway Administration as well as the Highway Commission. We are here this evening to discuss in detail the design features of it as far as access, right of way and pipes. Someone else? Yes, sir.

TUEL: I am Jim Tuel and I would like to verify what Jim Sullivan said at the City Council Meeting when I happened to be the Mayor of the town. That was regarding the curb and gutter and sidewalk that goes . . . as I understand it, there is also a sidewalk that goes the full length of the town and would be on the north-east side of the highway. Is this correct?

SULLIVAN: Yes but the town pays nothing for the sidewalk; just curb and gutter.

TUEL: Well, at the last council meeting they received a letter from

the Highway Department informing them that their share of this curb and gutter would be \$3,600. Now this money will come out of right of way money, isn't this correct?

SULLIVAN: It depends on the city, how they wish to pay it. It is up to the city. Some cities create a special improvement district and pay it that way. It's up to the city how they can pay it. Should the highway buy some right of way from the city and the city wishes to use that money, that is proper.

TUEL: I see. Okay, I wanted to verify that. Also, another thing that we talked about at that City Council Meeting was an approach for the grain elevators which would start at the corner of Montana Secondary No. 408 and come to the main street of Fairfield, which would be an all-weather road.

SULLIVAN: Pardon me for forgetting that. There will be an approach on the southerly side of the main street for that. The grain trucks coming in, they presently line up along the main street. This approach would be the full length and would allow access to all of the grain elevators. The trucks leaving the grain elevators then could make a slight circle and get back without running on that same road.

TUEL: I think another thing that should be explained to the people is that the three streets will become one-way streets, effective with the change in the highway.

SULLIVAN: Yes. Those streets that are hitting the highway at an angle will be one-way northerly so that as you come into town you will be able to get off of the highway on the right-hand side and go through these streets. Should you wish to enter the highway, you would be on an east-west street and enter the highway. There are one, two, three of those streets that enter the highway at such an angle that it is not safe to make it two-way traffic but it is safe to turn off as you are heading northerly on these north-south streets. You would enter the highway then on an east-west street.

TUEL: One other item. Up on the railroad track there where the present survey shows we have a new well for the city. Now, we would like a guarantee in some way that this highway project will in no way disrupt this new well.

SULLIVAN: Yes, I believe that would be taken care of through our right of way and utility department. This will give them notification that the well is there. Is it on our plans, Rick? It is on our plans.

ANDERSON: Since right of way is going to be quite a problem - it is coming

up all of the time in the discussion this evening - maybe we had better call on Mr. Jim Hein to give us a short presentation on right of way and, also, a new service available; relocation. Would you please, Jim?

HEIN:

Thank you, Don. Like Don says, I believe the right of way is going to be a problem on this project. I wish to somewhat inform all of you people tonight on just how our activity of right of way acquisition starts and also, how we hope it does finish. To begin with, when we first receive authorization for the project, we, in the district headquarters, assign either staff appraisers or fee appraisers to appraise the individual properties that will be effected on the proposed alignment. The appraiser will make personal contact with each and every owner and display a set of plans to him, showing him exactly what is going to take place on the property and also take down notes on such items that you deem are critical as to our highway program. After he completes his report, the appraisal reports go to our district review appraiser who will also make a field inspection to insure that no item is left out of the report that would have any monetary consideration. We want to make darn sure that each individual is treated fairly and identically all the way through the project; that uniform values are established and that any item that does exist on the right of way is properly recognized. After the review appraiser stamps his approval on the reports then we have a different individual that will contact you, which is the district negotiator. The negotiator will make the firm offer to you and again display our set of right of way plans to you so that there will be no doubt in your mind exactly what is taking place as far as our acquisition program. I might add, also, that when the appraiser does contact you people that you confide in him because all of the information that you do give him is held in the strictest confidence and only used by him in arriving at good, sound market value of your property. While I am back on the appraisal process, I might add that the appraiser does somewhat construct two appraisals on each property. First would be, what would your property sell for today if exposed on the market; then, what would it sell for after the highway is put through, then the difference between the two is what we consider just compensation. Back to the negotiator again. After he gives you the firm offer as to what we have determined the just compensation to be, it is at this time that we find out just how conclusive we were with our appraisals and so forth, and even at this time, if you see something that has been inadvertently omitted - that should have been recognized or not - be sure to bring it up to him because we are the first to admit that we are open for errors too and we will make the changes necessary to insure you that you are getting justly compensated. In addition to our actual highway acquisition program of land itself, we do have another program, which is on relocation. Under this program we do make different

types of payments if you are effected as an owner of a dwelling that is being taken, or a lessee or a renter of an improvement where you have to be relocated because of our program. Our different types of assistance that we offer under this are financial assistance - we do have listings of properties that are available for rent or for sale. Also under this program, we do have payments that can be made for the moving of personal property which the appraisal process cannot consider. In order to receive the supplemental payments you must have purchased and occupied a dwelling - I believe it is at least six months prior to the date that we have made the firm contract with you with the offer. After our regular negotiator has contacted you and advised you initially of this program on relocation assistance, we do have a regular relocation agent that would be contacting you to finalize more or less the payment program regarding any relocation assistance. I think, under this particular program here, this primary system that we are constructing around town, there is only one dwelling that we do hit, and we do hit it quite hard. I think everyone realizes that. That is, I believe, the house that belongs to Dale Lee out on the south edge of town. I believe there is also one other storage shed on the . . . I believe it is on the left-hand side about midway through town that would also be affected and then I believe some storage bins out north of town here. As far as the relocation program goes, those are about the only items that I have seen that will be eligible for this program. As far as the availability of decent, safe and sanitary dwellings in town, we made a recent investigation and we do find that there is not very much readily available at this time. However, prior to this, when construction gets under way which I believe is set right now for July of 1973, I am sure that under our relocation program we can insure that anyone that requires relocation assistance will be afforded this and the assistance finalized, I would say, within sixty days of contract time. Other than that, unless anyone has any questions regarding the right of way program, I guess that is all I have at the moment. I would be most happy to answer any questions.

ANDERSON: Jim, one question. Excuse me. Approximately then what date would right of way acquisition start? Approximately a year to a year and a half before construction date, right?

HEIN: Well, the most leeway we can get the better. Normally I think we will have a year to eighteen months prior to contract time when we will be into the right of way program itself. I was just advised that the July of 1973 letting date is just a tentative date. It could fluctuate one way or the other but that is the best educated guess we have at the moment, apparently.

ANDERSON: Right. That is the latest tentative scheduled letting date as of this date. Are you through then, Jim?

HEIN: Yes, I am.

ANDERSON: All right, very good. Someone else have any questions or comments? Yes, mam?

EGGER: I would like to know what happens to Highway No. 408 then?

ANDERSON: Are you referring to the secondary highway now?

EGGER: Yes.

ANDERSON: Mr. Sullivan, could you comment on that?

SULLIVAN: Highway No. 408 will still be perpetuated. It will have approaches to the new construction. Also, the present U.S. Highway No. 89 will be perpetuated. It will have approaches to the present highway.

EGGER: I'm Mrs. John Egger.

ANDERSON: Go ahead, Jim.

HEIN: I forgot to mention that if any of you should have any personal questions that you would like to ask regarding the right of way problems on this project, anytime that you are in Great Falls just feel free to stop in at the highway office and I will be most happy to discuss them with you.

ANDERSON: Thank you. I might mention also that we do have preliminary plans. That is, preliminary plans here with us this evening on the roadway design. Also on right of way. If anyone would care to discuss some problems individually with the engineers, I am sure they will be around a few minutes after the formal meeting to discuss them with you. Yes, sir?

TUEL: I am Jim Tuel. I have a couple of other questions that I would like to have verified. One is, what will the speed limit through the city limits of Fairfield be on this road?

SULLIVAN: The usual speed limit that the Federal Highway and the State Highway Department like to have going through a town is the average speed limit of the cars that are using the facility. It is usually done by a traffic study. We would like a 35 mph speed limit. If a traffic study shows that to be too fast, it would be reduced.

TUEL: Does the city have any say-so over the speed limit set through the town or is that strictly up to the Highway Department?

SULLIVAN: With the agreement that you sign, you state in that agreement that you will not change any speed limit without first discussing it with the State Highway Department. You do also say that you

will not have a speed limit under 25 mph, but you are consulted.

TUEL: How about school crossings, is another one? Now on the . . . which would be the southwest side of the highway, there are quite a number of residences in that area that have small children that are going to school and this proposes a problem when they go to cross a highway with a speed limit of say, 35 mph.

SULLIVAN: With the traffic count showing the number of students we can justify, if it is high enough - I couldn't tell you what it takes but we can justify a blinker light or a light, but it is proposed to have those school crossing signs well in place and noticeable.

TUEL: Okay, that was my next question.

SULLIVAN: For us to get a traffic light in there, like I say, a traffic count has to be made and there has to be so many crossings. There has to be so many cars going through the highway and so many children crossing and that justifies the light.

TUEL: Okay, that was my next question, if there would be a traffic light on Main Street so that we would have through traffic for the other side of the railroad tracks?

SULLIVAN: It will be well signed for the children whether there is a light or not. There is consideration being given for a crossing light at the railroad and in that same vein, there is consideration being given for the one in town but I couldn't give you the exact traffic count, today.

ELY: I'm Rolland Ely and I represent the Teton Dairy Corporation. We have one field that the road right of way is going to change the way that the water flows in that field. Now, how is that going to be taken care of? Will we have to relevel the field or will the Highway Department do that? I don't believe it can be changed to run in the right direction. It will just barely run there now and when the highway gets in there I don't think it is going to run.

SULLIVAN: Are you familiar with that, Rick? We will check into that. Our designer doesn't seem to have any knowledge of it presently, but we will check into it. Maybe with a siphon of some means; usually we attempt to perpetuate all irrigation if it is possible at all. We attempt to perpetuate all irrigation that is in present use.

ELY: How far are you going to take the spoil banks from the project - from your work? How far are you transporting it?

SULLIVAN: The ones we are planning on are all practically adjacent and east of the county line; those in that area. They are adjacent to the

highway. Should the landowner not wish to allow us to use a spoil bank, we wouldn't use it.

ELY: Well, if you have some . . . I have some that will be within, oh, a quarter of a mile.

SULLIVAN: That could be possible, that we would be using those, too. Yes.

ELY: And then I have another piece of land that is only ten acres and this goes right through one side of it; the long side. Would it be possible to sell that to the Highway Department; the rest of the piece of land, for fill dirt?

SULLIVAN: We do not have all of our borrow areas set up. We have quite a few tested. How much is the difference between borrow and . . . By borrow, we mean a balance job. We cut as much as we fill and when we don't have that much cut and we need the fill, we call it borrow material. There is quite a bit on it. That is why we were looking at those spoil piles because there isn't too much haul to them. Yes, we need 168,000 yards of borrow around here so we would be looking there for either spoil pits or an area fairly close. With this new state mining law we have to be careful where we take our dirt from. We have to see that the area that we do remove the dirt from is seeded; covered with topsoil and seeded. We can't leave any ugly holes in the ground.

ELY: That isolates that one little piece there and it's a nuisance. It's hard to get water to so I was just wondering if . . .

SULLIVAN: It could be that we could regrade your land for a borrow area.

ELY: Well, that is all I have.

SULLIVAN: If we were to regrade it, we would topsoil it and seed it again, in the agreement.

ANDERSON: Thank you, sir. Someone else?

STENSON: I'm Roger Stenson and I am the Postmaster at Fairfield. Where this road hits the existing rural boxes, do you build turnouts or do you suggest that our rural carriers stop in the lane of traffic?

SULLIVAN: We don't usually build turnouts between the five foot - what we call shoulder. There is a six to one slope from that out and that would . . . How close can they put mailboxes on our right of way?

HEIN: I think there is a standard for it and it is close.

SULLIVAN: Usually we can bring that six to one up where there is enough room for a car to park.

STENSON: That will be gravel then, huh?

SULLIVAN: Yes.

STENSON: Also, during construction do you move these boxes or require the owner to move them?

SULLIVAN: They are practically all listed to be removed by others, which is the owner.

STENSON: Thank you.

JOHNSON: I'm Leslie Johnson and a farmer out north here. As a whole, do you plan on replacing the fences or putting in new fence on your right of way when the job is complete; when you find out where your fence is going to go?

SULLIVAN: Every place that is presently fenced will be fenced.

JOHNSON: Okay.

SULLIVAN: During the right of way negotiations sometimes the landowner wishes to do his own fencing; sometimes he doesn't. If enough want to do it then we don't let it for contract.

JOHNSON: In other words, then, you will put up the fences at no expense to the landowner? That is what I am getting at.

SULLIVAN: That is right.

JOHNSON: Okay.

ANDERSON: Someone else? Yes, sir?

STICHT: I'm J. W. Sticht and the question I have involves the area on the northwest corner of town where there is an irrigation ditch that will need some moving around. If this project is accomplished in the summer it would interfere with the access that several farmers have at that point from the main irrigation lateral and I was wondering if some arrangements could be made in advance so that we could acquire water by some manner, in order to irrigate our farmland? I can think of myself and at least two other farmers that do receive water, right at that northwest corner of town there.

SULLIVAN: It is in our specifications that the contractor can only change irrigation facilities with the landowners permission. If he changes it during the summer, he has to arrange some way to get

you water.

STICHT: Well, at this point that I am speaking of - I'll show it to you on the map here. There is an outlet here that serves an irrigation ditch that goes right along the northernmost street in town. Myself, I own some property here and there is another eighty east of me and a couple of other farmers out in this area here that receive their water from this irrigation lateral here and that was what I had in mind. I don't see any of the other individuals here this evening and that is why I asked the question.

SULLIVAN: Yes, that facility would be changed when the irrigation season was over or before it began.

STICHT: I see. Thank you very much.

ANDERSON: So there would be no interruption at all? Right, Jim?

SULLIVAN: It is in our specifications that we can't interrupt irrigation.

ANDERSON: There were approximately how many farmers that use this irrigation? You say three?

STICHT: Well, there is myself and there are two others. Mr. Beck irrigates approximately seventy acres and I can't recall the other fellow's name right now. I'm rather new in the locality and I don't know everybody.

ANDERSON: Thank you for that information, sir.

SULLIVAN: That is taken care of though on our specifications.

STICHT: Thank you very much.

ANDERSON: Any more questions? Yes, sir?

LOGSDON: My name is Glen Logsdon and I work for Montana Power here in Fairfield. We have a storage building there with overhead doors that front the present road and I was wondering if there will be adequate right of way that we can still use those doors that face the new road safely, or with access to them?

SULLIVAN: Is that by your substation?

LOGSDON: Yes.

SULLIVAN: We use the right of way in place so if you are turning now on your own right of way, you would still be able to.

ANDERSON: Yes, Mr. Hein. Go ahead, please.

HEIN: I also forgot to mention that we do have some brochures here on the table in front of me that everyone is welcome to take with them after the meeting is over. It pretty well explains our highway acquisition program and, also, the relocation assistance program.

ANDERSON: Yes, and I might mention that all of this information that we do have with us here this evening is available in Great Falls and I am sure if anyone would have questions later on, a phone call to Mr. Hein or Mr. Sullivan would set up an appointment to go over any problems that you have, in the office. Yes, Mr. Briscoe?

BRISCOE: My name is Ben Briscoe. I am here as a highway-user. It seems to me about four years ago, when we held a route survey, a route survey and a hearing determining the routes, there was several features that were taken for granted or assumed that had quite an effect on the routes that we selected, or had been selected here. Since that time it is evident to me that some of the criteria has changed and I noticed that they did not take this into account in the design or in the route revision. First thing I want to mention is the atgrade crossing at Station 700. When the routes were studied that was to be a grade separation to the tune of about \$150,000 or \$200,000. Also, we would have had a separation at the two railroad crossings east of town at about Station 965 and about Station 1020. One of the routes that we had, alternate routes that we had at that time, was called the "A" Route and the other the "B" Route. I realize that this is not the time for a route discussion but I think that you have changed the design so much, and the criteria has changed for design features, that this route revision should be reinvestigated. I'm talking about the line in particular between Station 960 and Station 1030. At that time, one was the "A" line and one was the "B" line. Somebody said tonight here, that the present route was selected as in accordance with the agreement of everybody here at that meeting. Well, I think that was a little in error. All of the ranchers in that whole area objected to that line at that time, and so did I. However, the railroad company is the only one that insisted we put in a grade separation rather than atgrade crossings. Now this of course I readmit and Mr. Sullivan mentioned that the grade crossings would cost about \$150,000 to \$200,000 each. It certainly is not justified in this case but the addition of those two grade crossings, Stations 960 and 1020, were the governing factor why the "B" line was taken over the "A" or the "A" over the "B", whichever it was. The "B" line is the one that we had coming down this county road another mile and then crossing straight over with atgrade crossings. I think that the Department is not being completely fair with the people here or with the taxpayers, in not bringing out this situation. Since this public hearing, the Highway Department has issued a criteria that requires the State's requirement for atgrade crossings,

grade separations, traffic signals, railroad signals and other protective devices. This particular crossing - either one of these crossings - do not, by any stretch of the imagination, meet the requirements for a grade separation. This policy was issued January 20, 1970 and I would like to have the designers prove to me and to the people here that this is not a waste of money, taking more land out of production, the best land in the world below that track, rather than coming around the other way on the "B" line. All of the landowners in this area stated very definitely they would prefer the line to go up over that . . . extend along the county road another mile and then turn due north. The grade separation at that county road, about Station 985, is a new angle. Now this was not considered either, in the figuring of the cost of the "A" line. Now this structure, it could be - I presume it's a seventy or eighty foot structure with a 100,000 yards of fill material to build the approaches. We are talking about another \$200,000. Now this is another design feature that I think the Department has purposely misled the people on. Another thing, the bridge across the canal as you have shown here is a skew bridge; the crossing down here on the "B" line was a right-angle crossing. I'm sure there is a \$30,000 or \$40,000 difference in cost of those two structures. I think, and I would suggest, that the people here ask for another route study, another route survey with an economical comparison and I am sure that you would find that the "B" line is much cheaper and more serviceable than the present one you have with three curves. The one we are thinking about had one curve in it. Another thing, you say that the railroad company insisted on this alignment. Well I know that you will have to condemn - I presume that you will have to condemn - some of these ranches to get this property. I also know that you can condemn the railroad company the same way and get that atgrade crossing. There isn't anything wrong with this 'Tooner-ville Trolley' out here that won't stand two grade crossings. If you have to have flashing signals, that's about \$9,000 or \$10,000. The railroad company says they are not too adequate protection when there's low traffic on the railroad and there's high traffic on the highway. That may be true but they run a train here Saturday mornings and Saturday evenings and twice a week, except in the fall, when we have maybe six trains a week for thirty days - something like that. I contend that the rear brakeman can get out and flag that crossing and he'll never have to walk more than 200 feet to cross that. I don't think the railroad would be out anything to go ahead and do this and I think that it's a crying shame that we are using this particular alignment when the other one is so much more economical and so much better. (Applause)

ANDERSON:

Thank you, Mr. Briscoe, thank you for your testimony. Are there any comments on that? Mr. Sullivan, do you want to comment on that at this time? Oh, excuse me. Go ahead.

HEAGY: Ebert Heagy and I represent the Teton Dairy and I wish to thank Mr. Driscoe or Briscoe, or whatever his name is, for his comments. He has my full support. However, under your proposed road I would like the specifications on this overpass, if Mr. Franson has them; on the county road that goes past our farm there.

ANDERSON: Are you referring to this one between Stations 980 and 990?

HEAGY: That's right. Yes.

ANDERSON: Mr. Larson, do you have the . . .

LARSON: It's a flat; what is called a flat-slab structure. It has three spans. The first span is 24 feet, center span is 30 feet and the other end is 24 feet and it has, I believe, it's 10-foot U-type buttons.

ANDERSON: Vertical clearance of what?

LARSON: Vertical clearance of 14 feet, so your horizontal clearance would be 28 feet.

ANDERSON: Does that answer your question?

HEAGY: During what time of year would this be constructed? This proposed road splits the farm right in two. We get half of our hay from on top of the hill and half from below the hill and we haul this in wagons; utilizing this, we would need an underpass.

ANDERSON: During what time of the year is the most activity going back and forth?

HEAGY: Starting about the middle of June until the last of August. We would need about 14 foot of clearance at this time.

ANDERSON: Okay.

SULLIVAN: Traffic would be maintained during the total construction under this structure.

ANDERSON: Yes, sir?

SQUIRES: You spoke of three separations on the railroad. Now I can't quite figure out the three with the other route. Now you have the separation down on Freezeout. You are going to have to cross the railroad down there; that's one. And then the one at my place. Where's the third one?

ANDERSON: That was on a different route, was it not, Jim?

SULLIVAN: If this curve from Stations 960 to 1040 were one curve there would be two railroad crossings; one here and one here.

ANDERSON: And this one up here would make three?

SULLIVAN: The third one is up at Freezeout. We would have two railroad crossings.

SQUIRES: Now, one on the northwest of town?

SULLIVAN: One in here; one right in here. This route would take . . .

SQUIRES: If you stay above the railroad tracks could you stay below the track?

SULLIVAN: . . . because you get up on the hill here and give us clearance going over this canal we have to get up in the air in this area.

SQUIRES: Yes, but you spoke of an alternate route and that it would be going straight east and then going to . . .

SULLIVAN: This is the route that was chosen after the location public hearing. After all, the testimony was given; this was the route that was chosen. This is the route that the personnel in the State Highway Department deemed as the most feasible. The Federal Highway Administration also complained about the two railroad crossings. They say that a train once a week is worse than once every day.

SQUIRES: Not if you have flashers.

ANDERSON: Anything further. Yes, sir.

ELY: This is Rolland Ely representing the Teton Dairy. How do you go about requesting a re-route proposition?

ANDERSON: I think your testimony here this evening would be headed that way. I am sure this will be reviewed and this type of testimony will be considered.

ELY: We surely would be in favor of the other route rather than the one that is proposed. When we had that other hearing the other route was the one that was the proposed route at that time, if I remember right. Like Mr. Briscoe said, it would take a lot less productive land from our place and it would eliminate two curves, or one curve. There would still be one curve and I'm like him - I can't see why it's not cheaper or just as cheap to go this other way because of all of the fill and construction that way. We would sure like a revision on the plans.

ANDERSON: Thank you, sir.

HEAGY: Ebert Heagy again, representing the Teton Dairy. Besides what my partner has said, the cost and expense and all this other stuff, something that I would like to mention that should be taken into consideration is the noise and the traffic that we would experience from this proposed route. Now I have lived out here, from Great Falls, about three years and one of the things I really enjoy is the fact that we are away from all this noise. I have six children myself, my brother-in-law has four, another son-in-law has one and a hired man has three and our neighbors have three. We have a nice little community right there and the fact that we would have these heavy trucks climbing the hill right at our back doorstep is pretty annoying.

ANDERSON: This route would bring the traffic noise directly by your farm, is that right?

HEAGY: This is true. Right. We sure would appreciate a reconsideration of this route.

ANDERSON: Thank you, sir. Any further questions or comments? Any testimony in favor of the line as shown on the displays? If you do think of anything after the meeting you would like to write down, we will accept written statements in the Highway Commission Office in Helena for the next ten days to two weeks. These will also be attached to the transcript and given consideration, as well as the testimony given here this evening. Also, anyone that spoke this evening will get a copy of the typewritten transcript after we have it prepared. Anyone wishing a copy, would you please come up to the desk after this meeting and sign this pamphlet and give us your name and address. These transcripts will be furnished free of charge to anyone desiring them. Anyone coming in this evening that didn't sign the register back there on the table, would you please do so. Any further comments? Yes, sir?

EISENMAN: Well, my name is Joe Eisenman. I have no opposition to the alignment of the road. It's going to hit me three different places. I can see Mr. Briscoe's point and I agree with him. I see the point of the Teton Dairy but I also think that we have been waiting since 1943 for a road and every opportunity we give the Highway Department to delay it by opposing this alignment or another alignment is just slowing down progress, as I see it. As far as I am concerned, the road isn't going to hurt me or hinder me in any way, but I will agree with the other fellas, but I would like to see some action. We've been promised this road, like I say, since 1943. The last proposal was that it was to be let in August of 1969 or 1970. Now it is up tentatively to 1973. We would like to know when we are going to get a road and I am not opposing any alignment. Let's just get the road into Fairfield.

ANDERSON: I wish we could give you a definite date right now. I know you

have been waiting a long time for this particular section of highway but regrettably, money seems to be our biggest drawback. We do not have enough to build the amount of miles of highway we should have. Sometimes the planning on these particular projects get involved and they are set back; regrettably so. Hopefully, right now, we are scheduled for July of 1973. That is a tentative date. Any changes possibly could set it back some more; possibly we could move it ahead. Any further comments? Like I mentioned before, we do have preliminary plans over here if you would like to get together with the engineers after the meeting and go over them in more detail, pick out your specific landholdings and talk over the right of way with our right of way man. They will be around a few minutes after the meeting to do so. Also, they are available in Great Falls in the District Office. Give them a call. I am sure they will take time to meet with you and discuss any of your problems. Any further comments? Anyone from the Highway? How about the Federal Highway Administration? Any comments? If there is nothing further then, we shall give consideration to bringing the formal part of this hearing to a close. It has been a very warm evening. I know we hate to be cooped up here too long. We do thank you for your participation and appreciate the large turnout this evening. Hopefully, we will get a highway through Fairfield for you in the very near future. Thank you all for your participation and good evening.

IX. MAP AND AERIAL PHOTOGRAPHS









